

I urge all Members to support adoption of this resolution.

Mr. BLUMENAUER. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time, and I urge the passage of the concurrent resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 279, as amended.

The question was taken; and (two-thirds having voted in favor thereof), the rules were suspended and the concurrent resolution, as amended, was agreed to.

A motion to reconsider was laid on the table.

TRANSPORTATION AND INFRASTRUCTURE REPORTS RESTORATION ACT OF 2000

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4052) to preserve certain reporting requirements under the jurisdiction of the Committee on Transportation and Infrastructure of the House of Representatives, and for other purposes.

The Clerk read as follows:

H.R. 4052

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Transportation and Infrastructure Reports Restoration Act of 2000".

SEC. 2. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS REGARDING WATER RESOURCES AND ENVIRONMENT.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) EXEMPTIONS FROM WATER POLLUTION CONTROL REQUIREMENTS FOR EXECUTIVE AGENCIES.—Section 313(a) of the Federal Water Pollution Control Act (33 U.S.C. 1323(a)).

(2) HEALTH HAZARDS OF ENVIRONMENTAL POLLUTION.—Section 501(d) of Public Law 91-515 (42 U.S.C. 4394(d)).

(3) REVIEW OF REMEDIAL ACTIONS AT CERTAIN FACILITIES TO ENSURE PROTECTION OF HUMAN HEALTH AND ENVIRONMENT.—Section 121(c) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9621(c)).

(4) DESIRABILITY OF ADJUSTING OIL POLLUTION LIABILITY LIMITS.—Section 1004(d)(3) of the Oil Pollution Act of 1990 (33 U.S.C. 2704(d)(3)).

(5) WORK OF RIVER BASIN COMMISSIONS.—Section 204 of the Water Resources Planning Act (42 U.S.C. 1962b-3(2)).

(6) AGENCY COMPLIANCE WITH COASTAL BARRIER RESOURCES ACT.—Section 7 of the Coastal Barrier Resources Act (16 U.S.C. 3506).

(7) COASTAL ZONE MANAGEMENT.—Section 316(a) of the Coastal Zone Management Act of 1972 (16 U.S.C. 1462(a)).

(8) GREAT LAKES RESOURCES ON WHICH RESEARCH IS NEEDED.—Section 118(d)(2) of the Federal Water Pollution Control Act (33 U.S.C. 1268(d)(2)).

(9) ENVIRONMENTAL RESTORATION COSTS FOR FACILITIES SUBJECT TO BASE CLOSURE LAWS.—Section 2827(b) of the National Defense Authorization Act for Fiscal Years 1992 and 1993 (105 Stat. 1551).

(10) COMPLIANCE WITH ANNEX V OF INTERNATIONAL CONVENTION FOR PREVENTION OF POLLUTION FROM SHIPS.—Section 2201 of the Marine Plastic Pollution Research and Control Act of 1987 (33 U.S.C. 1913).

(11) COASTAL ZONE MANAGEMENT FUND.—Section 308(b)(3) of the Coastal Zone Management Act of 1972 (16 U.S.C. 1456a(b)(3)).

(12) RESULTS OF ENVIRONMENTAL MONITORING ACTIVITIES.—Section 104B(j)(4)(B) of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1414b(j)(4)(B)).

(13) ATSDR RESULTS ON HEALTH ASSESSMENTS.—Section 104(i)(10) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9604(i)(10)).

(14) NATIONAL ESTUARY PROGRAM ACTIVITIES.—Section 320(j)(2) of the Federal Water Pollution Control Act (33 U.S.C. 1330(j)(2)).

(15) MONITORING FOR COASTAL WATERS.—Section 112(m)(5) of the Clean Air Act (42 U.S.C. 7412(m)(5)).

(16) COMPREHENSIVE CONSERVATION AND MANAGEMENT PLAN FOR LONG ISLAND SOUND.—Section 119(c)(7) of the Federal Water Pollution Control Act (33 U.S.C. 1269(c)(7)).

(17) IMPLEMENTATION OF GREAT LAKES WATER QUALITY AGREEMENT OF 1978.—Section 118(c)(10) of the Federal Water Pollution Control Act (33 U.S.C. 1268(c)(10)).

(18) EFFECTS OF POLLUTION ON NATION'S ESTUARIES.—Section 104(n)(3) of the Federal Water Pollution Control Act (33 U.S.C. 1254(n)(3)).

(19) NATIONAL REQUIREMENTS AND COSTS OF WATER POLLUTION CONTROL.—Section 516 of the Federal Water Pollution Control Act (33 U.S.C. 1375).

(20) REGULATION OF OCEAN DUMPING.—Section 112 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1421).

(21) ESTUARINE MONITORING PROGRAM OF ORGANOTIN.—Section 7(a) of the Organotin Antifouling Paint Control Act of 1988 (33 U.S.C. 2406(a)).

(22) PROGRESS OF IMPLEMENTING CERCLA.—Section 301(h) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9651(h)).

(23) STATUS OF WATER QUALITY IN UNITED STATES LAKES.—Section 314(a)(3) of the Federal Water Pollution Control Act (33 U.S.C. 1324(a)(3)).

(24) STATE REPORTS ON WATER QUALITY OF ALL NAVIGABLE WATERS.—Section 305(b) of the Federal Water Pollution Control Act (33 U.S.C. 1315(b)).

(25) LAKE WATER QUALITY DEMONSTRATION PROGRAM.—Section 314(d)(3) of the Federal Water Pollution Control Act (33 U.S.C. 1324(d)(3)).

(26) FINANCIAL STATEMENTS AND ANNUAL REPORTS (TVA).—Section 9(a) of the Tennessee Valley Authority Act of 1933 (16 U.S.C. 831h(a)).

(27) LEVEL B PLAN ON ALL RIVER BASINS.—Section 209(b) of the Federal Water Pollution Control Act (33 U.S.C. 1289(b)).

(28) REPORTS ON CONTRACTS ENTERED INTO RELATING TO PROCUREMENT FROM VIOLATORS OF WATER QUALITY STANDARDS.—Section 508(e) of the Federal Water Pollution Control Act (33 U.S.C. 1368(e)).

SEC. 3. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS REGARDING SURFACE TRANSPORTATION.

(a) IN GENERAL.—Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) TRANSPORTATION STATISTICS ANNUAL REPORT.—Section 111(j) of title 49, United States Code.

(2) CURRENT PERFORMANCE AND CONDITION OF PUBLIC MASS TRANSPORTATION SYSTEMS.—Section 308(e) of title 49, United States Code.

(3) STATE ENFORCEMENT OF VEHICLE WEIGHT LIMITATIONS.—Section 123(c) of the Federal-Aid Highway Act of 1978 (23 U.S.C. 141 note; 92 Stat. 2701).

(4) STATE PROGRESS IN IMPLEMENTING HIGHWAY HAZARD ELIMINATION AND HIGHWAY-RAIL GRADE CROSSING PROGRAMS.—Section 130(g) of title 23, United States Code.

(b) STATE PROGRESS IN IMPLEMENTING HIGHWAY HAZARD ELIMINATION AND HIGHWAY-RAIL GRADE CROSSING PROGRAMS.—

(1) IN GENERAL.—Section 130(g) of title 23, United States Code, is amended to read as follows:

"(g) ANNUAL REPORTS.—

"(1) STATE REPORTS.—Each State shall report to the Secretary not later than December 30 of each year on the progress being made to implement the railway-highway crossings program authorized by this section and to implement safety improvement projects for hazard elimination authorized by section 152 and the effectiveness of such improvements. Each State report shall contain an assessment of the cost of, and safety benefits derived from, the various means and methods used to mitigate or eliminate hazards and to improve railway-highway crossings and the previous and subsequent accident experience at improved locations.

"(2) SECRETARY'S REPORTS.—The Secretary shall submit a report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives not later than April 1 of each year, on the progress being made by the States in implementing projects to improve railway-highway crossings and in implementing the hazard elimination program (including any projects for pavement marking). The report shall include, but not be limited to, the number of projects undertaken, their distribution by cost range, road system, nature of treatment, means and methods used, and the previous and subsequent accident experience at improved locations. In addition, the Secretary's report shall analyze and evaluate each State program, identify any State found not to be in compliance with the schedule of improvements required by subsection (d) and section 152(a), and include recommendations for future implementation of the railroad highway crossings and hazard elimination programs."

(2) CONFORMING AMENDMENTS.—Section 152 of title 23, United States Code, is amended by striking subsection (g) and by redesignating subsection (h) as subsection (g).

(c) CURRENT PERFORMANCE AND CONDITION OF PUBLIC MASS TRANSPORTATION SYSTEMS.—Section 308(e) of title 49, United States Code, is amended by striking "in March 1998, and in March of each even numbered year thereafter," and inserting "together with each infrastructure investment needs report made under section 502(g) of title 23,".

SEC. 4. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS REGARDING EMERGENCY MANAGEMENT.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C.

1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) ANNUAL REVIEW OF FEDERAL AND STATE DISASTER PREPAREDNESS AND RELIEF PROGRAMS.—Section 313 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5156).

(2) AMOUNT OF EMERGENCY ASSISTANCE.—Section 503(b)(3) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5193(b)(3)).

SEC. 5. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS RELATING TO THE COAST GUARD AND MARITIME TRANSPORTATION.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) LEASING OF HOUSING FACILITIES NEAR COAST GUARD INSTALLATIONS.—Section 475(e) of title 14, United States Code.

(2) COAST GUARD OPERATIONS AND EXPENDITURES.—Section 651 of title 14, United States Code.

(3) SUMMARY OF MARINE CASUALTIES REPORTED DURING PRIOR FISCAL YEAR.—Section 6307(c) of title 46, United States Code.

(4) USER FEE ACTIVITIES AND AMOUNTS.—Section 664 of title 14, United States Code.

(5) CONDITIONS OF PUBLIC PORTS OF THE UNITED STATES.—Section 308(c) of title 49, United States Code.

(6) ACTIVITIES OF FEDERAL MARITIME COMMISSION.—Section 208 of the Merchant Marine Act, 1936 (46 App. U.S.C. 1118).

(7) ACTIVITIES OF INTERAGENCY COORDINATING COMMITTEE ON OIL POLLUTION RESEARCH.—Section 7001(e) of the Oil Pollution Act of 1990 (33 U.S.C. 2761(e)).

SEC. 6. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS RELATING TO ECONOMIC DEVELOPMENT.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) ACTIVITIES UNDER PUBLIC WORKS AND ECONOMIC DEVELOPMENT ACT OF 1965.—Section 603 of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3213).

(2) ACTIVITIES UNDER APPALACHIAN REGIONAL DEVELOPMENT ACT OF 1965.—Section 304 of the Appalachian Regional Development Act of 1965 (40 U.S.C. App. 304).

SEC. 7. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS RELATING TO RAILROADS.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) NATIONAL TRANSPORTATION SAFETY BOARD ACTIVITIES.—Section 1117 of title 49, United States Code.

(2) NTSB LEGISLATIVE RECOMMENDATIONS AND BUDGET ESTIMATES.—Section 1113(c) of title 49, United States Code.

(3) NTSB RECOMMENDATIONS AND RESPONSES.—Section 1135(d) of title 49, United States Code.

(4) SURFACE TRANSPORTATION BOARD ANNUAL REPORT.—Section 704 of title 49, United States Code.

(5) SURFACE TRANSPORTATION BOARD BUDGET AND APPROPRIATIONS.—Section 703(f) and (g) of title 49, United States Code.

(6) NATIONAL MEDIATION BOARD ANNUAL REPORT.—Section 4 of the Railway Labor Act (45 U.S.C. 154).

(7) RAILROAD RETIREMENT BOARD ANNUAL REPORT.—Section 7(b)(6) of the Railroad Retirement Act of 1974 (45 U.S.C. 231f(b)(6)).

(8) RAILROAD RETIREMENT ACCOUNT.—Section 22(a)(1) of the Railroad Retirement Act of 1974 (45 U.S.C. 231u(a)(1)).

(9) ACTUARIAL STATUS OF RAILROAD RETIREMENT SYSTEM.—Section 502 of the Railroad Retirement Solvency Act of 1983 (45 U.S.C. 321f-1).

(10) AMTRAK REPORTS AND AUDITS.—Section 24315 of title 49, United States Code.

SEC. 8. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS RELATING TO PUBLIC BUILDINGS.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) CONSERVATION IN FEDERAL FACILITIES.—Section 403(a)(2) of the Powerplant and Industrial Fuel Use Act of 1978 (42 U.S.C. 8373(a)(2)).

(2) ACTIVITIES OF ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD.—Section 7(b) of Public Law 90-480 (42 U.S.C. 4157(b)), commonly known as the "Architectural Barriers Act of 1968".

SEC. 9. PRESERVATION OF CERTAIN REPORTING REQUIREMENTS RELATING TO AVIATION.

Section 3003(a)(1) of the Federal Reports Elimination and Sunset Act of 1995 (31 U.S.C. 1113 note) does not apply to any report required to be submitted under any of the following provisions of law:

(1) TRANSPORTATION SECURITY.—Section 44938(a) of title 49, United States Code.

(2) SCREENING OF FOREIGN AIR CARRIER AND AIRPORT SECURITY.—Section 44938(b) of title 49, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from Oregon (Mr. BLUMENAUER) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio (Mr. LATOURETTE).

Mr. LATOURETTE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 4052 would restore certain reporting requirements for agencies under the jurisdiction of the Committee on Transportation and Infrastructure that would otherwise be eliminated as part of the Federal Reports Elimination and Sunset Act of 1995.

Section 3003 of that Act eliminated thousands of reports that had been required by the Congress and were referenced in a communication from the Clerk of the House dated January 5, 1993. The 1995 Act had provided for a sunset date of December 21, 1999. Section 236 of the Omnibus Appropriations Act for year 2000 extended this deadline until May 15 of 2000.

While the Federal Reports Elimination and Sunset Act will reduce unnecessary paperwork and reduce agency expenditure, it would also inadvertently delete the requirement for certain reports that the committee believes are necessary in executing its oversight responsibilities.

H.R. 4052 corrects this by providing that the 1995 Act does not apply to

specified reports. This will affect a small percentage of the total number of reporting requirements eliminated by the Federal Reports Elimination and Sunset Act. The number of reports restored by this bill is a paltry 61.

The bill does not address prospectuses or 11-b reports submitted to the Committee by the General Services Administration under the Public Buildings Act of 1959, since these reports do not fall under the definition of reports to be eliminated. The Committee received correspondence from the GSA stating that these reports will continue to be submitted.

Mr. Speaker, I support this bill, I urge its adoption, and I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, as was mentioned by my colleague, the gentleman from Ohio, H.R. 4052 is a bill to restore transportation reports that were to automatically sunset on May 15 pursuant to the Federal Reports Elimination and Sunset Act of 1995, as amended.

The Reports Sunset Act eliminated all annual or periodic reports listed in the 1993 report of the Clerk of the House of Representatives. Some of those reports, such as the President's annual budget, are tremendously important and should not be eliminated.

The Committee on Transportation and Infrastructure, on a bipartisan basis, reviewed the reports that fall within our committee's jurisdiction and determined which bills are necessary to maintain. This bill ensures that those important reports will not sunset.

These include a series of reports on such important items as water; air pollution; the safety, condition, and performance of our Nation's roads, highways, transit systems, bridges, and airports.

I strongly support the passage of H.R. 4052, and want to thank the gentleman from Pennsylvania (Mr. SHUSTER), the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), and the Committee on Transportation and Infrastructure for developing and passing this bipartisan legislation.

I note in passing that this, as reflected by our colleague, the gentleman from California (Mr. FARR), that there is in fact a better way of doing this, to take the sunset provisions and have them triggered by a proactive set of positive events, so that we are not in a position of unilaterally sunsetting provisions that really should not be, but instead, having sort of performance indicators of why we want things to disappear, and that they would do so automatically when it is appropriate.

I look forward to pursuing this concept with our committee and staff to see if there is not a way to avoid going through this process in the future.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H.R. 4052. This bill restores reports that "sunset" on May 15, 2000, pursuant to the Federal Reports Elimination and Sunset Act of 1995, as amended. The Reports Sunset Act eliminated all annual or periodic reports listed in the 1993 Report of the Clerk of the House of Representatives. Some of these reports, such as the President's annual budget, are tremendously important and should not be eliminated.

The Transportation and Infrastructure Committee, on a bipartisan basis, has reviewed the reports that fall within our Committee's jurisdiction and determined which reports are necessary to maintain. This bill ensures that those important reports will not sunset.

I thank Chairman SHUSTER and all of our Subcommittee Chairmen and Ranking Members for working together to develop this bill. I urge all Members to support H.R. 4052.

Mr. BLUMENAUER. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 4052.

The question was taken; and (two-thirds having voted in favor thereof), the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

FRANK J. BATTISTI AND NATHANIEL R. JONES FEDERAL BUILDING AND UNITED STATES COURTHOUSE

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1359) to designate the Federal building and United States courthouse to be constructed at 10 East Commerce Street in Youngstown, Ohio, as the "Frank J. Battisti and Nathaniel R. Jones Federal Building and United States Courthouse."

The Clerk read as follows:

H.R. 1359

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The Federal building and United States courthouse to be constructed at 10 East Commerce Street in Youngstown, Ohio, shall be known and designated as the "Frank J. Battisti and Nathaniel R. Jones Federal Building and United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building and United States courthouse referred to in section 1 shall be deemed to be a reference to the "Frank J. Battisti and Nathaniel R. Jones Federal Building and United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Ohio (Mr. LATOURETTE) and the gentleman from Oregon (Mr. BLUMENAUER) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio (Mr. LATOURETTE).

Mr. LATOURETTE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 1359 designates the Federal building and United States courthouse now under construction in Youngstown, Ohio, as the Frank J. Battisti and Nathaniel R. Jones Federal Building and United States Courthouse.

Our colleague, the gentleman from Ohio (Mr. TRAFICANT), who I mentioned earlier, is a proud member of our committee and introduced this measure. As with so many of the bills he had an introduced, it was a good idea.

Judge Battisti and Judge Jones were both Ohio natives who had a positive impact on their communities. Judge Battisti was admitted to the Ohio Bar in 1950. Before being elected judge of the Common Pleas Court in Mahoning County, he served as an Assistant Attorney General for Ohio.

In 1961, he was appointed to the United States District Court for the Northern District of Ohio. In 1969, he became the chief judge for the Northern District, and shortly after his retirement, Judge Battisti passed away.

□ 1445

Nathaniel Jones served in World War II in the United States Army Air Corps. He was admitted to the Ohio bar in 1957 while he was the executive director of the Fair Employment Practices Commission of the City of Youngstown. Judge Jones was later appointed assistant U.S. attorney for the Northern District of Ohio. He later served as assistant general counsel to the National Advisory Commission on Civil Disorders and was the general counsel for the NAACP for 10 years.

In 1979, Judge Jones was appointed to the United States Court of Appeals for the 6th Circuit and took senior status in 1995. This is a fitting honor for two of Youngstown's most distinguished natives. I support this measure and urge our colleagues to support it.

Mr. Speaker, I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, it is a pleasure for me to rise in support of H.R. 1359 and I appreciate our colleague, the gentleman from Ohio (Mr. TRAFICANT), for bringing it forward. The bill designating the new courthouse and Federal building under construction as the Frank J. Battisti and Nathaniel R. Jones Federal Building and U.S. Courthouse is an appropriate recognition for these two native sons of Youngstown, Ohio, who have contributed diligence and excellence to the judicial system and dedi-

cated their lives to preserving the notion of equal justice under law.

Judge Battisti was born and brought up in Youngstown, attended Ohio University in 1950, receiving his JD from Harvard Law School. He was an assistant Attorney General, law instructor at Youngstown State University and director of law in Youngstown. He was elected judge of Common Pleas Court in Mahoning County, Ohio. In 1991, he was appointed to the U.S. District Court of the Northern District of Ohio by President Kennedy; and in 1969, he became chief judge.

Judge Nathaniel Jones was also born and brought up in Youngstown, is a World War II veteran. His civic and public appointments include being director of the Fair Employment Practices Commission, and, as was referenced, Executive Director of the Mayor's Human Rights Commission. He was appointed by Attorney General Robert Kennedy as assistant U.S. attorney for the Northern District of Ohio in Cleveland.

In 1969, Roy Wilkins, then executive director of the NAACP, asked Judge Jones to serve as the NAACP general counsel. He accepted that offer and served for a decade from 1969 to 1979, when he was appointed by President Carter to the U.S. Court of Appeals in the 6th Circuit.

Both gentlemen have been active in numerous community and civic affairs. They were personal friends and professional colleagues, and it is entirely fitting and proper that we support this bill in both of their names.

Mr. Speaker, I yield such time as he may consume to the gentleman from Ohio (Mr. TRAFICANT), the sponsor of this legislation.

Mr. TRAFICANT. Mr. Speaker, I want to thank the chairman of our subcommittee, the gentleman from New Jersey (Mr. FRANKS) and our ranking member, the gentleman from West Virginia (Mr. WISE). I want to thank the chairman of the full committee, the gentleman from Pennsylvania (Mr. SHUSTER), and our ranking member of the full committee, the gentleman from Minnesota (Mr. OBERSTAR). I want to give a special thanks to Rick Barnett and Susan Brita of the staffs, who do one of the finest jobs on one of the finest subcommittees of the House.

This is a great day for the Mahoning Valley and for the City of Youngstown. Both the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from Oregon (Mr. BLUMENAUER) have given many of the credits; and I will not go into those credits except to say this, one of the legacies of Judge Battisti is he is being credited with one of the first desegregations of a major city in the United States of America, that being Cleveland, Ohio. And the other significant aspect of this, as brought out by Judge Jones, his work with the NAACP and his work through several